

To-day's Advertisements.

WANTED on Moderate Terms of Rent, a HOUSE located in Hongkong or Suburbs and Suitable for a SMALL FAMILY, must have spacious compound or land adjoining. Apply to

M. H.,
c/o Hongkong Telegraph Office.
Hongkong, 21st June, 1897. [979]

OUR JUBILEE ISSUES.

TOMORROW, the 22nd instant, and **WEDNESDAY**, the 23rd instant, having been fixed as the days on which the **DIAMOND JUBILEE** of **QUEEN VICTORIA** shall be celebrated, and as the various functions connected with the celebration in Hongkong will not be concluded until a late hour on **WEDNESDAY**, and it will therefore be impossible to publish complete reports of the proceedings on **Wednesday** evening, we have decided not to publish the *Hongkong Telegraph* **TO-MORROW** or on **Wednesday**, but will issue on **THURSDAY**, the 24th instant, a Jubilee Number to be followed by a Jubilee *Mail* issue in time for posting by the **ENGLISH MAIL** on **THURSDAY**, the 25th instant. It is therefore requested that those who wish to have Extra Copies of the *Jubilee Mail* issue will kindly forward their orders to this Office at their early convenience together with the addresses of those to whom they desire to have Copies forwarded, in order that their wishes may be promptly complied with.

Orders should be addressed to—
THE MANAGER,
"HONGKONG TELEGRAPH" Office,
No. 6, Pedder's Hill.
Hongkong, 21st June, 1897.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"**HAITAN**,"
Captain J. S. Roach, will be despatched for the above Ports on **FRIDAY**, the 25th instant, at Noon.

For Freight or Passage, apply to
DOUGLAS LAURIE & Co.,
General Managers.
Hongkong, 21st June, 1897. [974]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.
THE Company's Steamship

"**KWEIYANG**,"
Captain Osterbridge, will be despatched as above on **FRIDAY**, the 25th instant, at 2 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st June, 1897. [977]

"**WARRACK**" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Steamship

"**LENNOX**,"
Captain J. C. Williamson, will be despatched as above on or about **MONDAY**, the 28th instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 21st June, 1897. [978]

FOR SALE!

TYPHOONS! TYPHOONS! TYPHOONS!

COPIES of the **SECOND EDITION** of that well-known and most useful work, "**THE LAW OF STORMS IN THE EASTERN SEAS.**"

BY
DR. W. DOBERCK,
Director of the Hongkong Observatory.

PRICE\$1.

FOR SALE—
At the "**HONGKONG TELEGRAPH**" OFFICE,
No. 6, Pedder's Hill,
and at

Messrs. KELLY & WALSH, LD.
"B. BAKER & Co."
"CHAS. J. GAUFF & Co."
"G. FALCONER & Co."
"LANE, CRAWFORD & Co."
"HEURMANN, HERBST & Co."
and
"F. BLACKHEAD & Co."
Hongkong, 21st June, 1897.

NOW READY!

COMMERCIAL AND STATISTICAL PAPERS.

No. 1—**APRIL, 1897.**

Being reports of meetings of Companies and Corporations for periods ending 31st December, 1896.

This pamphlet is published for the convenience of the Commercial Community and is for sale.

PRICE \$1 PER COPY,
at the office of the
"HONGKONG TELEGRAPH,"
No. 6, Pedder's Hill.
Hongkong, 7th May, 1897. [976]

JUST LANDED.

FRESH CONSIGNMENT

OF
MELLINS' FOOD.

SPECIAL QUOTATION FOR

QUANTITIES.

Sole Agent in Hongkong,
H. RUTTONJEE,
14, D'Almeida Street.
Hongkong, 18th June, 1897. [974]

To-day's Advertisements.

NOTICE.

IN Commemoration of the Anniversary of the 60th Year of Her Majesty's REIGN, His Excellency Sir WILLIAM ROBINSON, K.C.M.G., will hold a RECEPTION at Government House **TOMORROW**, the 22nd June, at 11 A.M. Ladies and Gentlemen are invited to attend.
Hongkong, 21st June, 1897. [949]

NOTICE.

AT HIS EXCELLENCY'S RECEPTION on the 22nd June, Gentlemen are requested to bring a CARD with them, which will be handed in prior to their being announced.
Hongkong, 19th June, 1897. [970]

HER MAJESTY'S RECORD REIGN.

CELEBRATIONS AT THE HAPPY VALLEY.

THE JUBILEE COMMITTEE have the Honour to request the pleasure of the Company of the LADIES of Hongkong at the HAPPY VALLEY on the occasion of the REVIEW and the GYMKHANA to be held **TOMORROW**, the 22nd and 23rd instant, in Commemoration of the Completion of the 60th Year of the REIGN of Her Most Gracious Majesty the QUEEN.

J. H. STEWART LOCKHART,
Hon. Secretary.

Hongkong, 21st June, 1897. [950]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"**CHELYDRA**,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. of the 24th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 21st June, 1897. [980]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"**BRINDISI**,"
FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 25th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godown, and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here after which no Claims will be recognized.

H. A. RITCHIE,
Superintendent.
Hongkong, 21st June, 1897. [5]

FOR WEST RIVER PORTS.

THE Steamship

"**WINGTONG**,"
will leave Hongkong for Wanchau via Ports of Call, on

WEDNESDAY, 23rd June, at 4 P.M.

MONDAY, 28th June, at 4 P.M.

WEDNESDAY, 30th June, at 4 P.M.

The above dates may be slightly modified. This vessel has accommodation for a limited number of First-class Passengers.

Fare to or from Wanchau—\$10.
Fare to or from Samshui—\$5.

Meals can be obtained on board on application to the Steward, at tariff rates.

Holders of return tickets may return to Canton instead of Hongkong by the steamers of the Peking, Canton and Macao Steamboat Co., Ltd.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st June, 1897. [961]

OCEAN STEAMSHIP COMPANY.

FOR NAGASAKI, KOBE AND YOKOHAMA.
THE Company's Steamship

"**POLYPHEMUS**,"
Captain Goodwin, will be despatched as above on **WEDNESDAY**, the 23rd instant, at 4 P.M.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st June, 1897. [975]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"**BUNGKIANG**,"
Captain Dodd, will be despatched as above on **WEDNESDAY**, the 23rd instant, at 4 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st June, 1897. [971]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.
THE Company's Steamship

"**HINGSANG**,"
Captain Crockett, will be despatched as above on **THURSDAY**, the 24th instant, at 4 P.M.

Instead of as previously advertised.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 21st June, 1897. [919]

Intimations.

DAKIN, CRICKSHANK & COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSIES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [3790]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY

REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

Without the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisements are requested to forward all notices intended for insertion in that day's issue not later than 3 P.M. on the day previous to the day of publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisements. Terms can be learnt on application. The Hongkong Telegraph's number at the Telephone Central Exchange is No. 1. Telegraphic address—"Telegraph," Hongkong.

A. S. WATSON & CO., LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF

AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Forest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."

And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock—

PURE AERATED WATER,

SODA WATER,

LEMONADE,

POTASH WATER,

SELTZER WATER,

LITHIA WATER,

SARSAPARILLA WATER,

TONIC WATER,

GINGER ALE,

GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY,

Hongkong, 19th April, 1897. [6]

BIRTHS.

At Hongkong, on the 9th inst., the wife of W. F. S. Perry, of a daughter.
At "Mayfield," Singapore, on the 10th inst., the wife of G. WILSON, of a son.
On the 8th inst., at Tientsin, the wife of T. W. TOWNSEND TUCKER, Imperial Chinese Railway, of a son.

DEATHS.

On the 9th inst., at No. 15 Nakayamato-dori, Ni-chomo, Kobe, **DOWALD FRASER**, native of Ashton, Inverness, Scotland; aged 45.
At Kobe, on the 10th inst., at the International Hospital, of consumption, **DANIEL MOROAN**, a native of Boston, U.S.A.; aged 38.

The Hongkong Telegraph

HONGKONG, MONDAY, JUNE 21, 1897.

NOTES AND COMMENTS.

We most humbly apologise to the Public Works Department collectively and to every member of it individually for having thrown on it and them the undivided responsibility for the muddle and mud on the Racecourse where the posts and rails have been removed to clear the ground for the movement of the troops at the review to-morrow. We were informed, but too late to stop the press, on Saturday that the work on the course had been done by a Chinese contractor under the authority of the Jockey Club, who are the owners of the course and training track, and that the P.W.D. were in no way responsible. We suppose, however, that under the stringent provisions of the Building Ordinance plans were prepared and submitted for the Department's approval before the work was taken in hand, and a permit issued to the contractor. If this was so, then there is still some little responsibility attaching to them. Perhaps, on the other hand, in the absence of Mr. Tooker, that vigilant guardian of the letter of the law, no plans were submitted, and the work was done without their cognizance. Again we apologise and will make closer inquiry the next time.

Whether success or failure attend the strenuous efforts now being made by Mr. Wrenhouse and his able assistant, Commander RUMSEY, to organise the procession of boats and the harbour illumination we can only say that they deserve to succeed if ever men did. They are giving to the work an amount of labour and energy that is deserving of ample acknowledgement, and are spending time and thought without stint. Every detail seems to be foreseen and provided for in their instructions and memoranda, and if only one half of the hints they have given are remembered and acted on, the show, weather permitting, ought to be most effective. Forty or fifty launches manoeuvring in the harbour in the daylight make no show. The same number of boats, lighted up, moving over the harbour in line ahead or line abreast after dark when the expanse of the harbour is lost in the obscurity of night, and little or nothing is visible but the lights, will be very much more imposing to the spectator. On the dark background of the water and the hills the effect will be very fairy-like and grand. We are afraid the illuminations on the shore will not amount to much; but all alike depend on the weather. As we write it seems to be clearing up and looking more settled; the barometer, however, is a little low, and a typhoon is reported near Luzon.

The Thanksgiving Services yesterday were a complete success. There was no rain to interfere with the processions or with the concurrence of people at the various places of worship. At St. John's Cathedral the crowd was great, the service was dignified, the sermon was good and appropriate to the occasion, the music was well chosen and admirably rendered. His Excellency the Governor with his principal officers and Counsellors, the General with his Staff, the Commodore and a numerous following were present and added to the impressiveness of the occasion. At the Roman Catholic Cathedral Monsignor Piazzoli, Bishop and Vicar Apostolic, himself, officiated, attended by a very numerous body of the clergy. There were twenty priests in the sanctuary in addition to those assisting at the altar. The Bishop and officiating clerk were robed in cloth-of-gold. The altar was a mass of lights and flowers; the chancel was draped with crimson and white hangings and great vases adorned the railings and steps. The Church was well filled, the Consuls of Spain, France, Belgium and Austria, with the Vice-Consuls for France and Spain, all in full uniform, filled the front bench on the epistle side, Mr. FRANCIS, Q.C., with the officers from the Spanish cruiser were on the opposite side. Immediately in rear of these were the officers from the Portuguese gunboat *Benjo* and the British naval and military officers in attendance. The boys from St. Joseph's College, the French sisters from Wanchai, with their children, and the Italian Sisters with their numerous body of young people were seated in the aisles. The soldiers, sailors and Volunteers were accommodated in the nave. In addition there was a large general congregation. Fathers VIGANO and SPADA, with Father de MARIA, were in charge of the arrangements in the body of the Church, meeting all comers at the great doors and conducting them to their places. The function was most successful. The Bishop celebrated a pontifical low mass, with the Very Reverend Father MARTINEZ, of the Missions Etrangères, as Deacon, and Father GUILLANO as sub-Deacon, Father GIBERT officiating as assistant priest. The Chinese priests present were Father JOAQUIN, PAULUS, and ANDREA. Some twelve of the French priests from Pok-fa-lam were also present, together with Father SOARES and NOVELL. After mass there was Benediction of the Most Holy Sacrament, the "Te Deum" being

being intoned by His Lordship immediately after the conclusion of the hymn "O Salutaris Hostia," the choir and the congregation taking it up and singing it in alternate verses. After the last hymn, the *Laudate*, the whole congregation, standing, sang "God save the Queen" with great heartiness.

Mr. FRANCIS, Q.C., as the only representative of the Jubilee Committee present, received the Consuls and foreign Officers in front of the Cathedral on their arrival, and after the conclusion of the service thanked them to the name and on behalf of the Committee for their presence.

At the Union and Wesleyan Churches there were full congregations and appropriate services.

We are sorry that our esteemed contemporary of the *Daily Press* has been unable to see the striking analogy between Hongkong and the Free Port recently thrown open at Copenhagen, to which we referred the other day. The *Daily Press* is as a rule conspicuously fair and reasonable, generally clear, never angry or excited, and always conspicuously polite, but with all these merits the *Daily Press* is slow—"not gleg at the up tak," we believe our evening contemporary would phrase it—and dull of apprehension and it often recurs to our minds that epithet so frequently applied to it by this journal in its unregenerate days was not so inapplicable as we have thought. The *Daily Press* is a little grandmotherly in its views. Now Hongkong, the whole island with its territorial waters, is the Free Port of Copenhagen. China, a part of which is geographically, is its Denmark, from which it is separated not by strong iron rails but by the surrounding waters and by the living barriers of the Imperial Maritime Customs blockade. The Philippines, Borneo, Coochin China, Tonquin, China itself, Korea, Russia, Japan, are the surrounding countries for which it is the centre of trade. The China seas are its Baltic. We, the merchants and traders residing in Hongkong, are the shareholders in the Company that owns and runs that port and we are the persons who seek a profit from its working. The Directors of the Company are our rulers, whose interests ought to be ours, and who ought to represent us and work for us, but who alas! do neither. We pay them but don't appoint them. They are appointed from outside and look for promotion and reward, not from us but from others. Their interests are elsewhere. This company, like that in Copenhagen, should expend every available cent to make this the finest port in the world, with the largest wharves, the finest godowns, the most powerful machinery for loading and unloading, with the most extensive docks and greatest building and repairing establishments in the East. This company, like the Copenhagen company, ought to seek to draw hither every ocean steamer that comes into this part of the world by offering her free every possible facility and so make this splendid port with its unexampled natural advantages the great distributing port of the East. Every steamer from Europe, Australia, India, and America should come here and start from here as a terminus, and smaller lines should collect and distribute from Japan to Singapore. The Copenhagen Company does all this in its small way to get the mere profits on the handling of the goods by way of storage. We here would get the profits on the storage, on the sale and purchase, and on the distribution of the goods, on the repairs of the ships, on the transaction of their business, on the financing of all the vast business to be transacted. We get a good deal now but we could and ought to do more and get a great deal more. Ships and steamers in increasing numbers begin to pass this port for Shanghai, Vladivostok, Kobe and Yokohama direct. This should not be so. We can afford, and the Copenhagen Company cannot, to make this port an absolutely free port, to make no charges whatever, however small, and to do more than we have ever yet done to improve the port and its appliances, and it will pay us well to do it. Mr. CHATER, can you, who have done so much, do nothing towards the attainment of this great end?

We published a note the other day on the subject of the West River traffic. We noted then that, in accordance with the latest information at our disposal, no Chinese-owned cargo had up to that date been shipped in any European bottom on the river, either up or down. We hear to-day that the same state of things prevails and that no Chinese are shipping by any of the river steamers, but that all Chinese-owned cargo is going in Chinese craft. The Steamboat Company, Messrs. JARDINE, MATHESON & Co. and BUTTERFIELD & SWIRE all have had the same experience. At first the idea was that the Chinese were simply waiting for an official proclamation giving them leave to ship by foreign steamers, and declaring the river open for general trade alike to Chinese and to foreigners. Then it appears that the difficulty was not so much in the absence of a Proclamation as in the certainty that native goods going from Canton, say, to Wuchow, in a river steamer would have to pass through the foreign Customs and pay full duties there, and have also to pay full duties and all other Chinese transit and terminal charges, instead of shipping through exclusively Chinese hands for much less in the shape of charges, squeezes, etc. It was the old story of differential duties. The Chinese merchant, left to deal with his own people, by the aid of a little judicious bribery passes his goods to Wuchow at a diminished weight, or at short measure or for lower rates; in fact at a figure, all things considered, that shows a greater profit on transit by Chinese junk than in European steamers, and they are therefore so sent. It ought further to be taken into consideration that

the Chinese junk owners are naturally trying their best, by offering greater facilities and reducing their charges, to keep the traffic in their own hands, and they are also using all the influence they possess, with officials of all ranks in Canton and along the river, and that influence is great—throw every obstacle in the way of the foreigner. The mandarins have no easy task. They have their treasures to consider. All duties on goods travelling by foreign steamers pass out of the provincial or local chest to the Imperial coffers. They have their private interests to safeguard. There are no pickings if there is nothing to pick from. They have their prestige to keep up and their people to conciliate and keep quiet. The traffic questions on the river are very numerous, the interests concerned are as numerous and conflicting, and the difficulties will take a long time to unravel and arrange. It will not be the work of a day. But the first thing to do is to get at the facts. Until these are known argument is of little avail. It is bound to go astray. Representations to those in authority will avail less. Their statements will be questioned and upset. We know only the one fact that Chinese cargo does not yet find its way to our steamers. Why it does not, we can only guess.

A proclamation was published at Wuchow about ten days ago by the Lekin Office which discloses one other fact to us however. We publish a translation of it in another column. According to it, both foreign and native goods not covered by Transit Pass, and whether inward or outward bound, have to pay Lekin at Wuchow, and to enforce this, so far at least as outward cargo is concerned, the Imperial Maritime Customs office at Wuchow is blockaded on both sides by Likin guard-boats, and every boat leaving it with cargo for a foreign steamer is boarded and forced to proceed to the Lekin office. How will the Imperial Maritime Customs stand this? Will they allow their clearance and permit to ship to be disregarded and set aside by the farmers of the Lekin? We hope not. We invite communications on the subject of the duties on the West River and the management of the traffic generally. It is a difficult question.

TELEGRAMS.

(Special to Hongkong Telegraph.)

MARITIME DISASTER IN THE STRAITS.

ONE HUNDRED LIVES LOST.

ONLY 55 SAVED.

(From *Gazette d'Haiphong*)

THE SHAH.

Paris, June 12th.
The Shah of Persia has left Teheran for Paris to undergo a course of medical treatment in France.

THE ATTEMPT ON THE LIFE OF PRESIDENT FAURE.

Paris, June 13th.
As the President was going to the races at Longchamp an infernal machine (a lemon tube filled with powder) was exploded. Nobody was injured. The President received an immense ovation when it was known he escaped unhurt. There have been three arrests and they were discharged. The real culprit is still at large.

THE EARTHQUAKE IN CALCUTTA.

Calcutta, June 14th.
The earthquakes in Calcutta have caused 8 deaths, and earthquakes have also been felt in Bombay, Simla, Manipal and Darjiling.

TYPHOON WARNING.

Manila, June 21st.
Typhoon developing not far off the N.W. coast of Luzon. Seems now stationary, but with tendency to go North.

At 4 p.m. to-day the Observatory officials reported that the barometer read 29.55.

LOCAL AND GENERAL.

* THERE will be no issue of the *Telegraph* to-morrow or on Wednesday, the 23rd inst. *Vide advertisement re our Jubilee issues.*

H.M.S. *Daphne* is at Shanghai.

The buying rate for sovereigns is \$9.97 per £.

H.M.S. *Plouffe* arrived here yesterday from Tamsui.

SPECIAL meeting of the Legislative Council at 10 a.m. to-morrow.

THE French, Canadian and Indian mails are due here to-morrow.

THE Magistracy will be opened as usual to-morrow and Wednesday.

H.M.S. *Nardisus* left Nagasaki for Port Hamilton on the 14th inst.

THE *Riding Sun* & *Nagasaki Express* will cease to appear after the end of this month.

TWO Chinese were mobbed and beaten to death at Tientsin the other day simply because they were Roman Catholics.

WE understand that the Chinese Imperial Bank authorities are on the look-out for suitable premises in Queen's Road.

* OUR report of the Thanksgiving Service and other Jubilee matter will be found on the extra sheet (pages 5 and 6) of this issue.

ALL the Banks, and the Insurance, Government and Customs offices will be closed to-morrow and Wednesday, the 22nd and 23rd inst.

COMMANDER Hastings, R.N., has been appointed to assist Mr. H. E. Woodhouse with magisterial duties during the Diamond Jubilee Celebrations.

MR. Biddell, a passenger by the *Changsha* from Thursday Island, expired on board the ship at 1 a.m. yesterday from cancer in the stomach and was buried at 8 a.m. the same day.

MR. T. DE M. BRADDELL, barrister-at-law, of the well-known legal firm of Messrs. BraddeLL Brothers and Matthews, Singapore, has accepted the post of Acting Attorney-General of the Straits Settlements.

THE population of the province of Kiu-tai have taken up arms against their avaricious rulers and it seems probable that the rebellion will soon spread over a large area of Manchuria.

LIEUT. Storey, R.M.L., who has been acting for Captain Mercer, R.M.L., on the *Narcissus*, is, says the *Nagasaki Express*, proceeding to succeed the latter officer in charge of the British marine detachment at Seoul.

H.M.S. *Penack* and one French and one Japanese gunboat are at Tientsin, and on the 13th inst. it was expected that the U.S.S. *Maclach* would soon arrive in the Pelho to assist in the protection of the European settlements.

* THE Manager of this office will be glad to hear from any legal subscribers to the *Hongkong Telegraph* who have not received copies of the portrait of Her Majesty the Queen, which were delivered at their residences yesterday. It was intended that each local subscriber should receive a copy of the portrait and it is thought possible that some enterprising domestic may have "forgotten" to hand the pictures to their employers.

FIVE flower-boats and ten small boats, anchored off Kiu-tai, Canton were capsized by the force of a strong current, which set in suddenly at midnight on the 17th inst. Seven bodies—two those of prostitutes and five those of children—were recovered afterwards, and two prostitutes were missing. It is said that the missing women were saved by the people in the neighbouring boats and have been sold to other brothels.

MR. SAM MARKS announces that, owing to a severe attack of illness, from which he has not yet recovered, he apologises to his numerous patrons for the disappointment they must have felt on Saturday, the 19th inst., when the projected trip round the Island was postponed, without his being able to notify the ticket-holders to that effect. He will upon his recovery renew the project, notice of which will be duly published in the daily papers.

ALWAYS up-to-date, Host Osborne of the Bay View Hotel has arranged to give a grand banquet on his spacious lawn and in the grand pavilion at Bay View at 6.30 to-morrow. The hour is fixed at 6.30 to enable the guests to get to town in time for the illuminations, and in order that all shall remember the repeat the grand host has apparently made up his mind to have a "record" menu served in "record" time and in "record" style.

EVEN at Yau-ma-tei preparations are in progress for a fitting celebration of to-morrow. Triumphant arches have been erected in several of the streets and a monster match has been built as a theatre. This latter structure, with great foresight, has been erected over the water, and facing the Praya, so that it not only occupies a central and convenient position, but runs least risk from fire owing to the abundant supply of water at hand for the small manual fire-engine which is housed in a temporary structure alongside the theatre to be handy in case of emergency.

In reply to the letter signed "A Chinese Subscriber," which appeared in our issue of Saturday last, complaining of the non-receipt of tickets for the Review and Gymkhana, we are requested by the Honorary Secretary of the Jubilee Committee to state that two thousand tickets have been or are being issued for Europeans and Chinese; one thousand to each; and that suitable accommodation has been arranged for two thousand persons. Applications for tickets by Chinese should be addressed to Mr. Fong Wa Ch'ien, in whose hands have been placed all the invitations for Chinese subscribers.

THE Chinese residents began their jubilation in earnest to-day. In the western part of the city the air was filled with Chinese music, and at the puppet show stands in Bonham Street immense crowds gathered to witness the performances, which all had the usual noisy orchestral accompaniments. Some of the Chinese arches are remarkable for their wealth of oriental splendour. In some instances they tower over three storey buildings, and the lamps and glass pendants are fine specimens of Eastern decoration. The musicians, who are to play at the bases of the arches, were busily rehearsing to-day and in places vehicular traffic was greatly impeded by the crowd.

AT the Harbour Office to-day before Comdr. R. Murray Rumsey, R.N., 16 Malay seamen belonging to the American ship *Icy* were charged with wilful disobedience of lawful commands. Mr. J. Hastings appeared for the prosecution. Charles Wall, the master of the vessel, said that he engaged the men at Singapore for a six months voyage. The vessel arrived here on May 11th, and on June 16th they complained about the quality of their rice. Witness spoke to Mr. Dumbart, the owner, about it and he said it was not the rice he had ordered. It was then sent ashore and other rice was sent off. The men refused it and went ashore without leave on the 17th and 18th June, saying they wanted to see the Harbour Master. They had not been engaged, and the serang (one of the defendants) said they had been to the American Consul about the food and were told they were British subjects and would have to go to the Harbour Master. The serang also said that they were refused fresh water on board and that the captain had threatened to break his neck. He told the captain that the men could not work on the rice supplied to them. They came ashore on the American consul, and he did nothing. The remaining ashore. Others of the men said they were refused water after having been ashore on the 18th and so they remained ashore. It was stated by a number of the men that when they complained of the food the captain told them to go and complain where they liked. The rice was described as being full of sand and paddy. Comdr. Rumsey said their conduct had amounted to refusal of duty and he had nothing to do with the food on American ship. The Consul had asked him to investigate the case. The defendants were sentenced to 28 hours imprisonment and to be released on the order of the captain. In reply to Mr. Hastings Comdr. Rumsey said he had no power to make an order regarding costs.

IN Saturday's *Gazette* are published regulations with regard to vessels anchoring near the lines of telegraph cables to ships, junks, or vessels of any description are to anchor within the indicated areas; provided that junks and vessels of any kind employed at the North Point Petroleum Depot may anchor to the westward of a line drawn from the Eastern dolphin (300 feet from the pier) to the Eastern portions of the building on M.L. 277.

THE Chief Secretary of New South Wales has approved of the full dress for infantry regiments being changed from brown to scarlet, the change to be made gradually as the funds admit, but the new full dress is not to be worn till each regimental unit has been supplied throughout. Similarly, approval has been received for the adoption of gold lace, brass buttons, and yellow braid for the whole of the partially-partially-regimental and corps instead of silver lace, metal buttons, and white braid. Silver lace, &c., will therefore be specially retained by the mounted infantry forces. With the blue patrol jacket infantry officers will wear blue trousers with scarlet welt.

AT about five o'clock on the 13th inst. a steam-launch belonging to the German flag-ship *Kaiser* was lying at the P. and O. Jetty, Shanghai, when one of the crew, in attempting to reach the pontoon with a bath-tub, slipped and fell into the intervening space of water, his head striking against the rudder of a cargo-boat as he fell. He sank immediately. The body was dragged for soon afterwards, and was recovered later in the evening, but owing to the refusal of sampanmen to take it on their boat it was left on the pontoon until removed by a party of men from the *Kaiser*. On the 14th the body was identified as the missing by officers from the *Kaiser* and was removed and interred at the Cemetery in the afternoon, parties from the *Kaiser* and *Cormoran* assisting at the obsequies.

THE trial of Dr. Carl Peters, the most enterprising spirit among the advocates of a forward Colonial policy in Germany, has (says *Home News*) fully borne out the charges levelled for years past at German Colonial methods, and the circumstance has not tended to improve the temper of the German Press towards England. Dr. Peters was tried before the Disciplinary Court in Berlin for shocking outrages on the natives with whom he came in contact and for gross abuse of his position as Imperial Commissioner. It is little short of amazing, even to those who have kept an eye on the record of German misdeeds in Africa, that officials of an enlightened and civilized nation like Germany should be able to produce no better defence than that which Dr. Peters put forward. Humane men do not treat animals as Dr. Peters treated helpless native women who had the misfortune to come within the pale of his authority. The Disciplinary Court had no difficulty in getting at the truth, and Dr. Peters has been mildly punished by being dismissed from his official position and condemned to pay the costs of the inquiry. Under the guidance of such a man it is easy to see how German Colonial officials, never for a moment hesitating to obey the dictates of humanity or to observe treaty obligations, would, without compunction, embark on courses which have made the name of the Germans a byword in Africa. Dr. Peters' ambition to foist Great Britain in parts of the Dark Continent was legitimate, but Colonial rivalry with England will never succeed on the indirect lines he adopted.

THE DIAMOND JUBILEE.

The Queen passed by, and Jones boomed, And waved his hat with frantic glee. He'd let his windows and he'd made A Hundred by the Jubilee.

But I heard and I jammed among the crowd His tenant, Brown, there chanced to be; Who clenched his fists and groaned aloud, And did not cheer the Jubilee. New loyal Jones was stupefied, This attitude of Brown to see; And so across the crowd he cried, "Brown! don't you like the Jubilee?" The man addressed turned fiercely round. "No—placard you turned me out," said he, "To let me room for Fifty Pound, I say 'Confound the Jubilee!'"

MORAL.
Though all are loyal and love their Queen,
The least V.B. than I.S.D.
About some people's views, when
Concerning this same Jubilee.
—*Refugee*.

A CHINESEMAN who says he lives at Serapoong, says the *Straits Times* of the 3rd inst., yesterday afternoon, taken to the Pauper Hospital, and from there to the General Hospital, suffering from a number of grievous wounds on the arms. The wounds had been inflicted some days previously, and, having been untreated to, were in a shocking state of putrefaction. To Inspector Ballard he stated that, on the 17th of last month, he and his brother went away in a big sampan to trade round the island, taking with them bread, provisions, and money, in exchange for which they desired to get guppies and rattans. On the 28th, they were at an island called Serapoong, about twenty hours from Singapore in a colch. A boat containing seven Malays came alongside, and three came aboard to sell eight cattle of guffa. While aboard, the Malays tried to steal the Chinese man's money. Both the men resisted the attempt, whereupon the Malays slashed the Chinese man's right hand clean off, stabbed him in the abdomen, and threw him into the sea, and he was drowned. The other Chinese man they also attacked with knives, and after cutting him severely in the arms, threw him also into the sea. He was able, however, to swim away, and get ashore. Ultimately, he returned to Singapore, and, according to his statement, was taken to the Ellenborough Market, and from there to the Clyde Terrace Market, from whence his cousin conveyed him to the Pauper Hospital after a day or two of illness. The Police are now investigating the story, but they are inclined to treat it with considerable suspicion.

THE JUBILEE GYMKHANA.

The following is the programme for the Gymkhana to be held on Wednesday—
THE DIAMOND CUP, presented by the Hon. J. J. Bell-Irving; five furlongs; second pony two-thirds of entries; third pony one-third of entries. For Subscription Gift of 1896-97 and other ponies which have never won a race at a race meeting and have been in the colony over two months; weight for inches with 3 lbs. added. Subn. Gift of 1896-97 one-winner at a race meeting allowed 7 lbs. Entrance \$3.
MR. GRAY'S SPUR, 1st. 12th.
MR. GRAY'S SPUR, 2nd. 12th.
MR. HERMAN'S WALKER, 1st. 12th.
MR. MEDICO'S HORSE, 1st. 12th.
MR. FORBES'S SPUR, 1st. 12th.
MR. THOMPSON'S CHIEF, 1st. 12th.
MR. T. H. WHITEHEAD'S KINGCOTE, 1st. 12th.
MR. T. H. WHITEHEAD'S SPUR, 1st. 12th.
MR. LEON'S GLENDOUB, 1st. 12th.
MR. POGGESS'S HORSE, 1st. 12th.
BICYCLE RACE, (the "Dragon Cup"); presented by Messrs. Williams, Gibson & Co., open to all cyclists who have never won a race (except school races); 1 mile; second prize two-thirds of entries; third prize one-third of entries. Entrance \$3.
MR. CHEONG YU CHONG, 1st. 12th.
MR. TEE WING YUN, 1st. 12th.
MR. CHUN SU, 1st. 12th.
MR. A. F. B. SILVA NETTO, 1st. 12th.
MR. A. A. ALVES, 1st. 12th.
THE CHAIRMAN'S CUP, presented by the Hon. C. P. Chater; second pony two-thirds and third pony one-third of entries; once round course; handicap for all China ponies. Entrance \$4.
MR. COLEMAN'S MORDON, 1st. 12th.
MR. MEDICO'S HORSE, 1st. 12th.
MR. MEDICO'S HORSE, 2nd. 12th.
MR. COX'S SAUCY, 1st. 12th.
MR. MASTER'S COFFIN (late Backwell), 1st. 12th.
MR. BURNEY'S HUMBUG, 1st. 12th.
MR. POGGESS'S HORSE, 1st. 12th.
MR. GRAY'S SPUR, 1st. 12th.
MR. THOMPSON'S CHIEF, 1st. 12th.
MR. FORBES'S SPUR, 1st. 12th.
MR. LUSH'S SIDMOUTH, 1st. 12th.
MANAGER'S CUP, entrance free; post entries; 1st prize \$15; 2nd \$10; 3rd \$5.
THE POLA, open to all riders by R. M. Gray, Esq.; to start at the winning post round a post at entrance to straight, and home; for *handicap* polo ponies, to be ridden by playing members of the Polo Club; catch weights over 11st. 7lbs.; second pony two-thirds of entries; third pony one-third of entries. Entrance \$3.
MR. HERMAN'S WALKER, 1st. 12th.
MR. COLEMAN'S MORDON, 1st. 12th.
MR. MEDICO'S HORSE, 1st. 12th.
MR. LUSH'S SIDMOUTH, 1st. 12th.
MR. LANDALE'S PAROLE, 1st. 12th.
MR. T. H. WHITEHEAD'S KINGCOTE, 1st. 12th.
MR. T. H. WHITEHEAD'S SPUR, 1st. 12th.
MR. BARRY DREW'S WILPOORD, 1st. 12th.
MR. BARRY DREW'S SPUR, 1st. 12th.
MR. BURNEY'S GIBRALTAR, 1st. 12th.
MR. M. D. WOOD'S DUNMORE, 1st. 12th.
MR. M. D. WOOD'S IRON DUK, 1st. 12th.
MR. PRICE'S THE CHIEF, 1st. 12th.
MR. PRICE'S THE BEAR, 1st. 12th.
MR. PRICE'S GLENMILL, 1st. 12th.
MR. C. W. GORDON'S NED, 1st. 12th.
MR. C. H. ROSS'S MONSIEUR, 1st. 12th.
MR. C. H. ROSS'S CALDER, 1st. 12th.
BICYCLE RACE, cup presented by Chun Saw, Esq.; open to all cyclists; second prize two-thirds of entries; third, one-third. Entrance \$3. 2 miles.
MR. CHEONG YU CHONG, 1st. 12th.
MR. TEE WING YUN, 1st. 12th.
MR. A. F. B. SILVA NETTO, 1st. 12th.
MR. A. A. ALVES, 1st. 12th.
OBSTACLE RACE FOR SAILORS AND SOLDIERS; entrance free; post entries; 1st prize \$15; 2nd \$10; 3rd \$5.
JUBILEE CHAMPION CUP; second pony two-thirds of entries; third pony one-third of entries; for all China ponies; weight for inches; for the 2 mile post once round and in. Entrance \$3.
MR. GRAY'S ROCKHILL, 1st. 12th.
MR. GRAY'S SPUR, 1st. 12th.
MR. MASTER'S COFFIN (late Backwell), 1st. 12th.
MR. LUSH'S SIDMOUTH, 1st. 12th.
MR. COX'S SAUCY, 1st. 12th.
MR. COLEMAN'S MORDON, 1st. 12th.
MR. T. H. WHITEHEAD'S SPUR, 1st. 12th.
MR. J. J. BELL IRVING'S RED REG, 1st. 12th.
MR. J. J. BELL IRVING'S RED REG, 1st. 12th.

THE WEST RIVER TRADE.

SPECIAL ANNOUNCEMENT BY THE WUCHOW LIKIN OFFICE.

Wuchow being now an open port with a foreign Custom House, it is possible that the various Leikin Regulations are not known to all. They are therefore now set forth below in accordance with treaty so as to enable the public to act in obedience thereto.

1.—Both foreign goods not covered by inward transit pass and native goods, if imported by foreign vessels, or, after being transhipped into cargo boats and taken to the Foreign Customs to pay duty, to proceed direct to the Leikin station for registration and the regular examination and levy of Leikin. Such goods may not be landed, under pain of punishment, unless provided with a certificate that Leikin has been paid.

2.—Native goods not under outward transit pass, if exported by foreign vessels, or, before being shipped on board the foreign vessel, to be taken in cargo boats to the Leikin station for registration and the regular examination and levy of Leikin. Such goods may not be shipped, under pain of punishment, unless provided with a certificate that Leikin has been paid.

3.—In order to prevent smuggling and evasion of payment, one of the guard-boats will be sent daily in rotation to keep watch above and below the Foreign Customs so as to be at hand to examine the goods on cargo boats and see whether or not they have certificates that they have paid Leikin.

4.—Goods on which Leikin is payable and which have evaded payment, will, on discovery, be confiscated and prosecution will be instituted against the parties indicated by the marks thereon.

5.—If a merchant is unable to appear in person at the station and settle up the Leikin payable, he shall make the lawful of the cargo boat responsible for the payment on his behalf.

6.—Native vessels towed by steam vessels come under the cognizance of the Leikin station and undergo the regular examination and levy of Leikin.

(This proclamation was issued at Wuchow about ten days ago.)

WRECK OF A BRITISH BARQUE.

THRILLING EXPERIENCE OF THE CREW.

THEY ARRIVE IN SINGAPORE.

Singapore, June 11th.

There arrived in Singapore this morning the Dutch steamer *Reyniers*, of Batavia, which brought from an island in the Gaspar Straits the shipwrecked crew of the British barque *Ardmore*, of Glasgow. The *Ardmore*, an iron vessel of 1,100 tons, left Bangkok on the 3rd of May last, with a cargo of rice for Rio Janeiro, and struck a reef in the Gaspar Straits on the 10th of May. The vessel had to be beached on a neighbouring island, and the crew, none of whom were lost, were taken on board the *Reyniers* on the 7th inst., and brought on to Singapore.

In conversation with a representative of the *Straits Times*, Captain White, the master of the lost vessel, told the story of the disaster. The *Ardmore*, as already stated, left Bangkok on the 3rd ult., for Rio, via the Ando Straits. All went well until about seven o'clock on the morning of the 10th. The weather was then very squally, the sea was high, and heavy rain was falling, almost entirely obscuring the vision. At a quarter past seven, in the midst of what was apparently an open sea, the vessel struck with great force upon a hidden reef. The concussion was alarming, and the captain, on going below, found that the rocks had pierced the hull of the vessel, causing a hole through which the water entered at a perilous rate. Fortunately, the injuries were not such as to occasion immediate danger. The vessel remained stuck upon the reef, and all hands worked at the pumps. All day long the pumping continued, and the crew were assisted for some time by a number of natives, who put off from an island called Pulau Laka. But they were unable to stem very long as the weather became much worse, making their return journey in their small boats a matter of considerable danger. At about eight o'clock in the evening, the vessel floated clear of the reef, but the master decided, after a consultation with the crew, to remain in the vicinity of the reef all night, in the hope of halting a passing ship, or otherwise to decide what else should be done. No vessel was sighted during the night, and at daybreak the captain again called the crew together, pointed out that the water was gaining on them perceptibly, and announced his intention to beach the vessel at the nearest and most suitable point. At this time, there was a large quantity of water in the hold, and it was evident the crew, fatigued as they were by a day and a night of continuous pumping, could not hope to keep the ship above water during the time that would elapse before the nearest port could be reached. Captain White then steered for the island of Pulau Senior, and ran the ship ashore at the most sheltered spot he could find. But the shore was fringed with a high bank of mangrove, and it was quite impossible to land. Here, the crew remained until the 21st and then made in the ship's boats for the island of Pulau Laka, several miles away. Going backwards and forwards, the ship's boats were able to save a large portion of the stores, as well as twelve hundred bags of rice. Landing on the island, the shipwrecked men were very hospitably treated by the natives, who did all that they could for them, and, in the evening, they performed a grand service to them. They took a letter from Captain White to the island of Mante, where there is a Dutch Resident, with the result that, on the 20th of May, the steamship *Reyniers* called at Lapa with orders to render any immediate assistance that might be required. Fortunately the crew had ample provisions, but the *Reyniers* being on mail duties, could not undertake to bring them to Singapore. Captain White, however, went on to Batavia in the vessel, and there he was treated with kindness and consideration by the Dutch authorities. The steamship *Reyniers* was shortly going out on "lightship" duties; under contract with the Government, and her captain was instructed to call at Lapa, and to take the crew of the *Ardmore* to Singapore. Previous to his departure for Batavia, the captain had remained on board the wrecked vessel in a little tent rigged up on the fore-castle. This was the only dry part of the ship at high tide. The *Reyniers* left Lapa on the morning of the 8th inst., and the crew and captain arrived here this morning all well.

Captain White has been much impressed by the kindness of the Dutch authorities, and the consideration extended to him and his men by the captains of the *Reyniers* and the *Reyniers*. On arrival in Singapore, the crew were accommodated at the Sailors' Home, where they will probably remain until arrangements can be made for sending them home. The *Ardmore* belonged to Mr. Robert Barr of Glasgow, and was built about twenty-two years ago. Captain White has been in command for seven years, but this is the first time he has been in this part of the world with the vessel. The accident seems to be primarily due to the weather, but the master had found that there is a difference

between his chart and the Dutch chart of these waters, in respect to the reef, though the chart in his possession is certified to be taken from that of the Dutch Government. The reef is covered by about two and three-quarter fathoms of water. —*Straits Times*.

NOT A N D A.

CALENDAR.

JUNE.
Meteorological means based on ten years' observations to 1895.

Barometer 29.77
Thermometer 80.5
Humidity 87
Rainfall 16.97

TO-DAY.

WEATHER REPORT.
On date at 4 p.m.
Barometer 29.62 29.51
Thermometer 84 86
Humidity 87 75
Rainfall 1.71

TO-DAY.

Monday, 21st June, 1897.
Chinese—23rd of 5th moon of 23rd year of Kwong-ii.
Jewish—21st Sivan, 5657.
Mohammedan—20th Muharram, 1315.
Sun—Rises 5hr. 18min.
Sets 5hr. 45min.
Moon—In Equator 1hr. 5m.
High water—Morning 5hr. 53min.
Afternoon 1hr. 16min.
Low water—Morning 5hr. 51min.
Afternoon 5hr. 50min.

ANNIVERSARIES.

1870—Massacre at Tientsin.
1891—The British barque *Perle* lost on West Bank.
1895—The Elbe and Baltic Canal opened and christened "Kaiser Wilhelm Canal."

TO-MORROW.

Tuesday, 22nd June, 1897.
(Diamond Jubilee Day.)
Chinese—23rd of 5th moon of 23rd year of Kwong-ii.
Jewish—21st Sivan, 5657.
Mohammedan—20th Muharram, 1315.
Sun—Rises 5hr. 18min.
Sets 5hr. 45min.
Moon—Last Quarter 1hr. 1min.
High water—Morning 5hr. 51min.
Afternoon 5hr. 50min.
Low water—Morning 5hr. 50min.
Afternoon 5hr. 50min.

ANNIVERSARIES.

1840—Canton blockaded by British forces.
1855—Serious damage caused by heavy rains in Hongkong.
1893—H.M.S. *Victoria* lost off the coast of Tripoli.
1896—Tung Fung sentenced to death for the murder of a District Watchman.

MEMORANDA.

TO-MORROW, 22nd June.
French, Canadian and India mails due.
Exhibition of curios at City Hall.
Chinese Flower show at West Point.

9 a.m.—*Pratt* sails for Europe via usual ports of call.
10 a.m.—Meeting of the Executive and Legislative Councils for the purpose of sending a congratulatory message to Her Majesty the Queen.

11 a.m.—Reception at Government House, Presentation of Addresses.
5.30 p.m.—General Review at Happy Valley followed by an open air musical performance.
9 p.m.—Fireworks and general illuminations including a procession of illuminated boats and torches.

WEDNESDAY, 23rd June.

Exhibition of curios at City Hall.
Chinese Flower show at West Point.
10 a.m.—Foundation stone of the Victoria Hospital for Women and Children to be laid by His Excellency the Governor.
11 a.m.—Laying of the stone to commemorate the commencement of the Victoria Road.
11 a.m.—Outward French Mail closes.
Noon—*Natal* sails for Europe via the usual ports of call.
4 p.m.—Jubilee Gymkhana at Happy Valley.
9 p.m.—Illuminations and fireworks.

THURSDAY, 24th June.

Australian mail due.
10 a.m.—Criminal Sessions.
11.30 a.m.—American mail closer.
Noon—*Tobio* sails for Australia via usual ports of call.

FRIDAY, 25th June.

Exhibition of curios at City Hall.
Chinese Flower show at West Point.
Noon—Meeting of shareholders of the Green Island Cement Co., Ltd.

SATURDAY, 26th June.

English and American mails due.
Great Naval Review at Portsmouth.
11 a.m.—American mail closer.
Noon—*China* leaves for San Francisco via usual ports of call.

SHARE MARKET.

LATEST QUOTATIONS.

Indo China, \$47; Douglases, \$53; China, \$48; \$47; Balmores, \$3; (Prel) \$2.70; Sugars, \$30; Oliviers (A) \$1; (B) \$7; Doct, 24 per cent. prem.; Amoy Dock, \$19; Transways, \$115; Exos, \$115; Soybeans, \$15. 195.

SHIPPING AND MAIL NEWS.

MAILS DUE:

French (*Melloune*) to-morrow.
Indian (*Chalydra*) to-morrow.
Canadian (*Empress of India*) to-morrow.
Australian (*Australian*) 24th inst.
American (*Baltic*) 26th inst.
English (*Mitrapore*) 26th inst.
German (*Sachsen*) 30th inst.

THE N. G. I. steamer *Lillibry* left Singapore

on the 19th inst. and may be expected here on or about the 27th inst.

THE Agents (Messrs. Dodwell, Catill & Co.) "inform us that the 'Warrack' Line steamer *Lennor* left Singapore to-day for this port, and may be expected here on or about the 27th inst.

The Imperial German Mail liner *Sachsen*, carrying the German mails with dates from Berlin of the 31st May, left Colombo for this port yesterday, and may be expected here on or about Wednesday, the 30th inst.

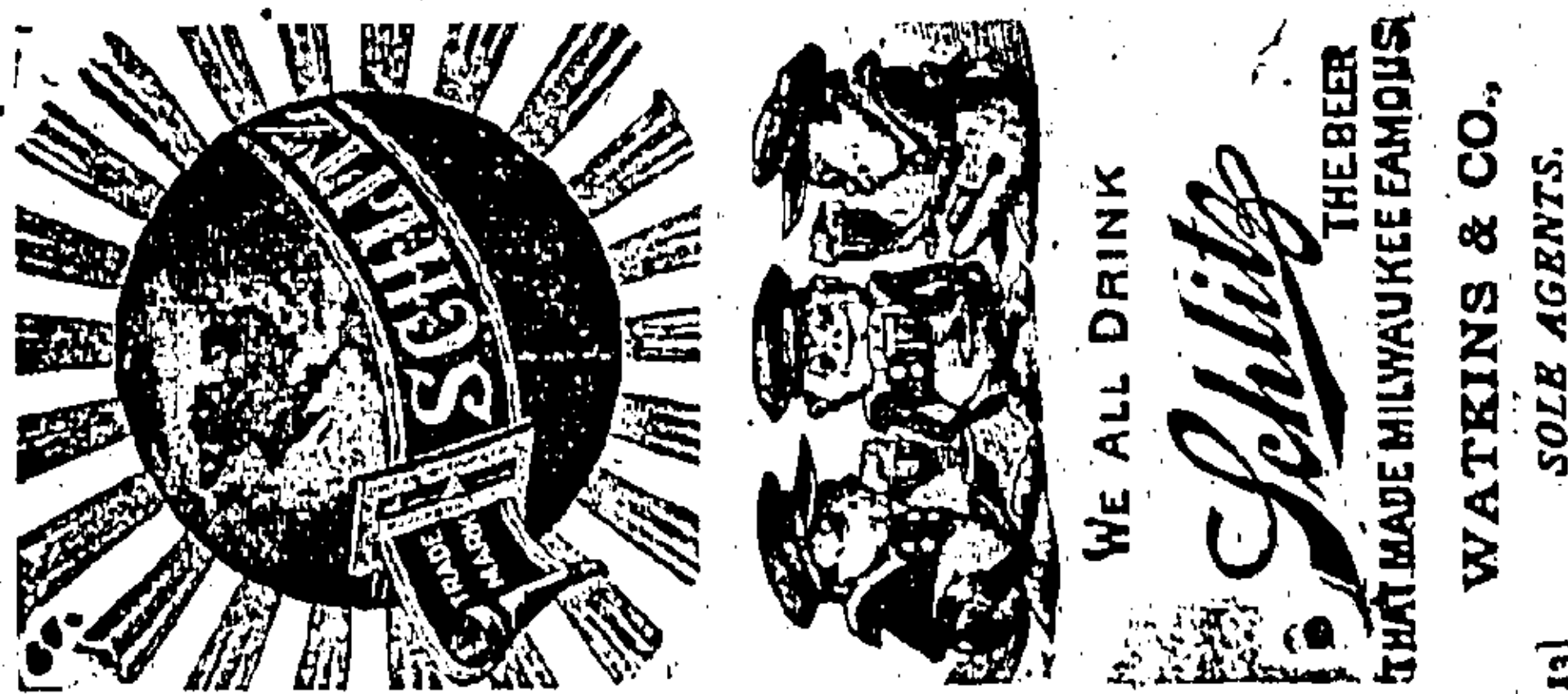
SHIPPING RETURNS.

From 5 p.m. Saturday to 5 p.m. to-day.

ARRIVALS.

Ship	From	Agent
Kiangnan	Shanghai	Chinikiang
Olympia	"	Tacoma
Kuanyang	"	Shanghai
Polyphemus	"	Singapore
Prophet	"	Manilla
Triumph	"	Hollow
Flour	"	Tamam
Tientsin	"	Canton
Fronto	"	Canton
Kuanyang	"	Canton
Changsha	"	Shanghai

Intimations.



WHAT VITALITY MEANS.

Vitality is your measure of force, or power. Thin babies and feeble old persons have little of it. When the system is unable to assimilate the right kind of food, vitality becomes low.

Scott's Emulsion

is above all other remedies in giving vitality. It makes no difference whether the emaciated person is in babyhood or in old age. Whenever food fails to nourish, Scott's Emulsion will be found the most effective remedy for overcoming emaciated tendencies. All chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS Hongkong & Co.



BRITISH CONSULAR NOTIFICATION.

THE attention of the Underigned has been called to certain infractions of existing Treaty and Trade Regulations committed by British subjects and British vessels on the WEST RIVER and neighbouring waters. Complaint has been made that launches are towing junks on the river without authority; that unregistered vessels are flying the British Flag; that foreign vessels are not keeping to the Channels indicated by the IMPERIAL MARK TIME CUSTOMS; that foreign vessels are stopping at other than Treaty Ports or "Places of Call" for the purpose of landing passengers.

Owners of British vessels are cautioned that such acts will involve them in trouble, and they are recommended to apply for advice at this Consulate when they are in doubt as to the legality of any proceeding.

H.B.M.'s CONSULATE, Canton, 15th June, 1897.

(Sd.) BYRON BRENNAN, H.B.M.'s Consul.

DIAMOND JUBILEE CELEBRATION.

KOWLOON FERRY SERVICE.

SPECIAL TIME TABLE.

TO-MORROW (TUESDAY), June 22nd.

The Launches will run as usual up to 2.30 P.M.

From 2.30 P.M. to 9.00 P.M.: Every 15 minutes.

9.00 P.M. to 11.00 P.M.: No service.

11.00 P.M. to 1.30 A.M.: Every 15 minutes.

WEDNESDAY, June 23rd.

Up to 2.30 P.M.: Every 10 minutes.

From 2.30 P.M. to 1.30 A.M.: Every 15 minutes.

HONGKONG (VICTORIA) to the RACE-COURSE.

TO-MORROW (TUESDAY) and WEDNESDAY, June 22nd and 23rd.

The "STAR" Ferry Launch will leave New Pedder's Wharf for Bowling Wharf on the above days.

EVERY FIFTEEN MINUTES

From 3 P.M. to 7.30 P.M.

FARE, 10 cents each way, (Irrespective of Class).

DORABJEE NOWROJEE, Proprietor.

Hongkong, 18th June, 1897.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prize at every Exhibition; and for Volpi's and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPECTACLES.

No. 54 & 56, QUEEN'S ROAD CENTRAL.

Opposite the Telegraph Office.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.

Sole Agents in the East for the amalgamated CLIMAX, HUMBER and GLADIATOR CO., Ltd., DUNLOP TYRES' BICYCLES—PRICE—\$185.

A special reliable Watch made for this Climate.

Quality A. \$16

Quality B. \$12

10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office.

CARBOLINEUM-AVENARIUS

USED FOR 20 YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, SCHUELE & Co.

Hongkong, 15th May, 1896.

MITSUI BUSSAN KAISHA.

No. 8, Queen's Road Central.

Head Office:—TOKIO.

Branch Office:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agents:—

Miki Coal Mines, Onoda Coal Mines, Tokyo Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Imperial Government Paper Mills, Japan, Cotton Cleaning and Wk. Co., Shanghai, Onoda Cement Company, Japan, Kanagawa Cotton Spinning Mill, Japan, The Mito Cotton Spinning Mill, Limited, Tokyo Cotton Spinning Mill, Japan, Hayashi Clock Factory.

Hongkong, 11th December, 1896.

Shipping.

STEAMERS.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"MENMUIR,"

Captain McArthur, will be despatched for the above Ports on SATURDAY, the 26th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 19th June, 1897.

"SHIRE" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship

"CARMARTHENSHIRE,"

Captain Sircock, will be despatched for the above Port on or about the 26th inst.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 16th June, 1897.

"NIPPON YUSEN KAISHA."

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.

THE Company's Steamship

"SAGAMI MARU,"

Captain N. Ohno, will be despatched for the above Ports on WEDNESDAY, the 30th inst., at Noon.

Good Accommodation on board for First and Second-class Passengers.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, 19th June, 1897.

"NIPPON YUSEN KAISHA."

HONGKONG-VLADIVOSTOCK LINE.

MONTHLY SERVICE.

FOR VLADIVOSTOCK, NAGASAKI, FUSAN AND GENSAN.

THE Company's Steamship

"HIOGO MARU,"

Captain H. Walker, will be despatched as above on FRIDAY, the 2nd July, at 4 P.M.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, 19th June, 1897.

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ARAVILL,"

to sail about 13rd July, 1897.

S.S. "AFRIDI" to sail about 18th July, 1897.

S.S. "LENNOX" to sail about 22nd August, 1897.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 18th June, 1897.

"NIPPON YUSEN KAISHA."

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR SINGAPORE, COLOMBO AND BOMBAY.

THE Company's Steamship

"IDZUMI MARU,"

Captain J. M. Curlew, will be despatched for the above Ports on TUESDAY, the 6th July, at Noon.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, 19th June, 1897.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"FORTUNA,"

will be despatched as above on or about 10th July, to be followed by

"FREY,"

about 25th July.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 19th June, 1897.

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A. I. British Ship

"FALLS OF DEE,"

Lock, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 4th February, 1897.

FOR NEW YORK.

THE 100 A. I. British Ship

"CLAN MACKENZIE,"

Captain Idler, having arrived will load here for the above Port, and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, 12th June, 1897.

FOR SAN FRANCISCO.

THE 100 A. I. British Ship

"HEATHBANK,"

McKee, Master, shortly expected, will load here for the above Port, and will have quick despatch.

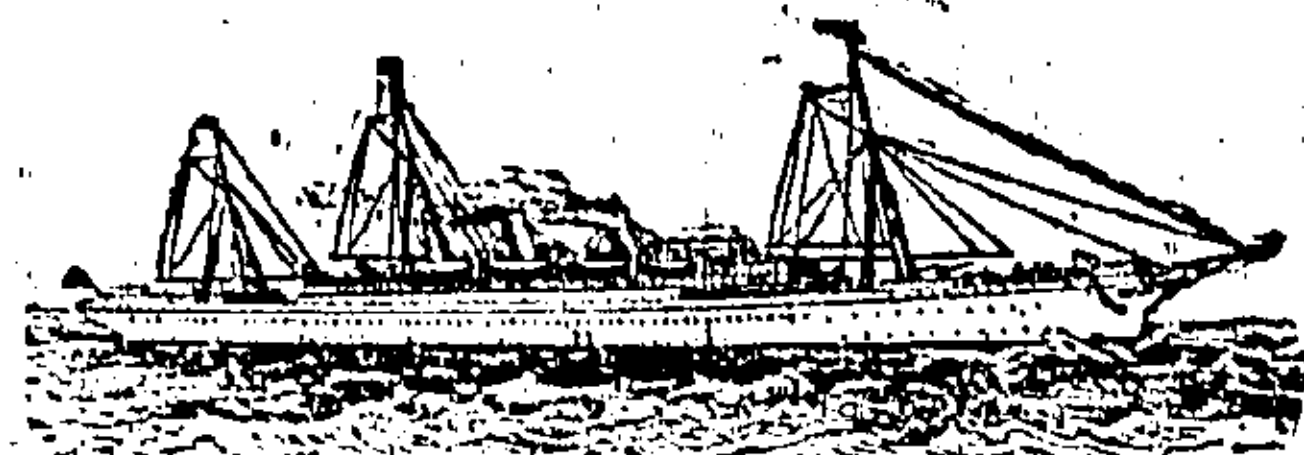
For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 12th June, 1897.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Two Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 30th June.

EMPEROR OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 11th July.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 11th Aug.

THE magnificent Two-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Piddar's Street.

Hongkong, 15th June, 1897.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 6th July, at Noon.

Capit (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 24th July, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ... Saturday, 14th Aug., at Noon.

THE Company's Steamship

"BELGIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 6th July, 1897, at Noon.

Steamers of this Line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and Northern PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 16th June 1897.

F. BLACKHEAD & CO.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR

HARTMAN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND.

HARTMAN'S GREY PAINT.

DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

SOLE AGENTS FOR

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th May, 1896.

Mails.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prinzess ... Tuesday ... 22nd June.

Sachsen ... Tuesday ... 23rd July.

Bayern ... Tuesday ... 17th Aug.

Prinzess ... Tuesday ... 14th Sept.

Sachsen ... Tuesday ... 15th Oct.

Bayern ... Tuesday ... 19th Nov.

Prinzess ... Tuesday ... 17th Dec.

Prinzess ... Tuesday ... 14th Jan.

ON TUESDAY, the 22nd day of June, 1897, at 4 A.M., the Company's Steamship "PRINZESS" Captain P. Waillo, with MAILED PASSENGERS, SPECIE AND CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 19th June. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 21st June, and Parcels will be received at the Agency's Office until NOON on MONDAY, the 21st June. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2 to and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 25th May, 1897.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIA, GULF,